

THE CHINA MAIL.

No. 9590.—NOVEMBER 3, 1893.

Entertainment.

HONGKONG SMOKING CONCERT CLUB.

NOTICE TO MEMBERS.

THE First CONCERT of the SEASON will be held in the THEATRE ROYAL, on SATURDAY, 4th November, at 9.15 p.m., A. J. LEACH, Esq., Q.C., in the Chair. MEMBERS are requested to have their NAMES written on their TICKETS for presentation at the door.

Visitors' TICKETS may be had, subject to the Regulations, from any of the Committee.

JAMES LOWSON,
H. Sec.

Hongkong, November 2, 1893. 1893

To Let.

TO LET.

GODOWN IN WANCHAI, NO. 4, PAYA EAST, next to the ASILIS DE LA STE. ENVAOE.

Apply to
ARNHOLD, KARBERG & CO.
Hongkong, August 11, 1893. 1405

TO LET.

NOS. 2, 7 and 12, SIMEON TERRACE, THIRD FLOOR in No. 6, QUEEN'S ROAD.

ROOMS in COLLEGE CHAMBERS, OFFICES in VICTORIA BUILDINGS.

Apply to
DAVID SASOON, SONS & CO.

Hongkong, September 10, 1893. 985

TO LET.

DWELLING HOUSES—
THE WILDERNESS, Gower
ROAD.

NORMAN COTTAGE, ROBINSON
ROAD.

Nos. 2 and 8, CHANCERY LANE.

No. 8, WYNDHAM STREET.

FLOORS in BLUE BUILDINGS.

FLOORS in EDIN STREET, PEEL
STREET and STATION STREET.

FLOORS in No. 5, SHEFFIELD
STREET.

Nos. 11 and 12, COMBE ROAD,

MAGAZINE GAP—FURNISHED.

No. 11, KNUTSFORD TERRACE, KOW-

loon.

OFFICES—
FIRST and SECOND FLOORS No.

4, QUEEN'S ROAD Central, over the
BANK OF CHINA, JAPAN & SOUTHERN
LAND.

PALACE CENTRAL, over
DAVID LALY & CO.'s

GODOWNS—
BLUE BUILDINGS.

Apply to
THE HONGKONG LAND INVEST-

MENT & AGENCY CO., LTD.

Hongkong, October 28, 1893. 1338

TO LET.

N. O. 3, WEST TERRACE.

Apply to
G. C. ANDERSON,
13, PAYA Central.

Hongkong, May 31, 1893. 979

TO LET.

NO. 2, PENDER'S SHARE, next to the
Post Office—suitable for OFFICES
or CHAMBERS.

Apply to
G. C. ANDERSON,
13, PAYA Central.

Hongkong, March 1, 1893. 390

Not Responsible for Debts.

Neither the Captain, the Agents, nor
Owners will be Responsible for
any Debt contracted by the Officers or
Crew of the following Vessels during
their stay in Hongkong Harbour:—

FAIRFIELD, Amer. barque, Capt.
W. E. Sherman—Master.

STANFORD, British barque, Captain J.
Clark—Chinese.

VELOCITY, British barque, Captain R.
Martin—Chinese.

Mails.

STEAM FOR

STRAITS, Ceylon, AUSTRALIA,
INDIA, ADEN, EGYPT,

MEDITERRANEAN PORTS,

PLYMOUTH and LONDON.

Through Bills of Lading issued for BATA-

VIA, PERSIAN GULF, CONTIN-

ENTAL and AMERICAN PORTS.

THE Steamship MALWA, Captain
H. S. BLACKBURN, carrying Her
Majesty's Mails, will be despatched from
this for BOMBAY, (connecting at Bombay
with S.S. ORIENTAL), which Vessel takes
her Cargo for LONDON, via SUEZ
CANAL, leaving that port on the 2nd
DECEMBER, 1893, on THURSDAY, the
9th November, at Noon, taking Passengers
and Cargo for the above Ports.

Silk and Valuables, all Cargo for France,
and Tea for London (under arrangement)

will be transhipped at Colombo and
London; other Cargo for London, &c., will
be conveyed via BOMBAY.

Packets will be resolved at this Office
until 4 p.m. on the day before sailing. The
contents and value of all packages are
required.

Ships are particularly requested to
note the terms and conditions of the Com-
pany's Bills of Lading.

For further Particulars, apply to
H. H. JOSEPH,
Superintendent.

P. & O. S. N. Co.'s Office,
Hongkong, October 26, 1893. 1900

Mails.

U. S. Mail Line.

PACIFIC MAIL STEAMERS COMPANY.

VIA INLAND SEA of JAPAN AND
HONOLULU.

PROPOSED SAILINGS from HONOLULU.

Per (via Amoy), Nagasaki, Kobe, SATURDAY, Nov. 4, 1893.

Inland Sea and Yokohama) at 1 p.m.

City of Rio Janeiro (via Nagasaki), THURSDAY, Nov. 23, 1893.

Kobe, Inland Sea and Yokohama) at 1 p.m.

City of Peking (via Nagasaki, Kobe, THURSDAY, Dec. 14, 1893.

Inland Sea, Yokohama and Honolulu) at 1 p.m.

THE U. S. Mail Steamship PERU will be despatched for SAN FRANCISCO, via AMOY, NAGASAKI, KOBE, INLAND SEA and YOKOHAMA, TOMORROW, the 4th November, at 1 p.m., taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA of JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point on route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

First Class Passengers have full choice of the Overland Route, via the CENTRAL, SOUTHERN, SOUTHERN PACIFIC, UNION PACIFIC, NORTH EAST PACIFIC and DENVER and RIO GRANDE RAILWAYS. They can also travel over the CANADIAN PACIFIC RAILWAY, on payment of \$10 in addition to the regular tariff rate.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. previous to sailing. Parcels will be received at the office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value if same is required.

Consular Invoices to accompany Bills tested to points beyond San Francisco in the United States, should be sent to the Company's Office in Sealed Bag, Opened and addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 72, Queen's Road Central.

J. S. VAN BURK, Agent.

Hongkong, November 3, 1893. 1912

NOTICE TO CONSIGNERS.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUZU, PORT SAU, NAPLES, GENOA,

ANTWERP, BREMEN & HAMBURG, PORTS IN THE LEVANT, BLACK SEA & BALTIc PORTS:

ALSO, LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON & SOUTH AMERICAN PORTS.

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNNEES.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—Cargo can be taken on through Bills of Lading for the principal places of RUSSIA.

ON MONDAY, the 13th day of November, 1893, at 6 p.m., the Company's S.S. PAYA, Captain SCHWARTZ, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this port as above sailing at Naples and Genoa.

Shipping Orders will be granted till Noon on SATURDAY, the 11th November, Cargo and Spade will be received on board until Noon on MONDAY, the 13th Nov., and Parcels will be received at the Agency's Office until Noon on SATURDAY, the 13th Nov. Contents of Packages are required. No Parcel Receipts will be issued at less than \$5, and Parcels should not exceed Two Feet Cubic in measurement.

The Steamer has splendid Accommodation, and carries a Doctor and Stewards.

Linen can be washed on board.

For further Particulars, apply to
MELCHERS & CO., Agents.

Hongkong, October 28, 1893. 1816

NOTICE TO CONSIGNNEES.

CONSIGNNEES of Cargo from London

or Steamships APLIDA and MUSCLE, from Havre or Steamship MARIE, and from Bremen or Steamship VOGELSANG, in connection with the above Steamer, are hereby informed that their Goods—with the exception of Opium, Treasure and Valuables—are being landed and stored at their risk at the HONGKONG & KOWLOON WHARF & GODOWN COMPANY'S, at Kowloon, whence delivery may be obtained immediately after landing.

Optimal Cargo will be forwarded on, unless

intimation received from the Consignee before Noon To-DAY (Friday), the 3rd Inst., requesting us to be landed here.

Bills of Lading will be countersigned by the Underwriters.

Goods remaining unclaimed after THURSDAY, the 9th Inst., at Noon, will be subject to general Landing charges.

All Claims must be sent in to me on or before THURSDAY, the 9th Inst., at 3 p.m.

No Fire Insurance has been effected.

For further Particulars, apply to
G. DE CHAMPEAUX, Agent.

Hongkong, November 3, 1893. 1906

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ON MONDAY, the 13th day of November, 1893, at 6

THE CHINA MAIL.

There is a prospect soon of a substantial augmentation of the subsidiary coinage of Hongkong. In private letters received by the English mail to-day we learn that the mint in London was busy turning out Hongkong coins in the latter part of September. An addition of 5-cent and 10-cent pieces to the local currency will be welcomed.

At the Magistracy this morning Wong Pui and Lo Kai, unemployed coolies, were charged before Capt. Hastings with being found in a godown at 16 Prysia Central for an unlawful purpose. The evidence showed that the accused were observed entering the godown about midnight. The men sleeping on the premises therewith closed the door, and made a search, ultimately finding the accused in a packing case. Both men stated they had friends employed in the Engineers' Institute, which occupies the premises above the godown; that, in consequence of an order of the Committee, they were prevented from going upstairs; and that as it was late—they had just come from the theatre—they thought they might go to sleep in the godown. Captain Hastings then sent them to prison, where they will find excellent sleeping accommodation, for the next two months.

Both the Chief Justice and the Puisne Judge have evidently made up their minds that the methods adopted by a class of solicitors practising in this Colony are not quite satisfactory, and both Judges have indicated pretty strongly, particularly during the last few months, that they intend to adopt repressive measures in order to check what-ever is reprehensible in the conduct of any solicitor practising before them. Upon taking his seat on the bench in the Summary Court this morning, His Honour Mr. E. J. Ackroyd, Puisne Judge, said that before commencing the business on the list he wished to address a few remarks to the solicitors present. It had been brought to his notice, he said, that certain solicitors upon obtaining judgment in the Summary Court had adopted the custom of at once writing to the defendants in the suits demanding immediate payment of costs, and threatening, in some instances, to send the unfortunate litigants to gaol unless the money was forthcoming. His Lordship commented on the hardship of such a proceeding, and said that while the majority of the defendants were willing to pay in accordance with the judgments issued against them they were not in a position financially to meet the pressing demands of the solicitors for their costs. If it was brought to his notice again that any solicitor was indulging in this practice his Lordship said he would most certainly do something to stop it. The solicitors present were Mr. H. L. Dennis, Mr. J. F. Reece, Mr. E. J. Grist (or Mr. C. D. Wilkinson's office), and Mr. W. Mousey (Mr. V. H. Deacon's office).

At the Magistracy this morning, Captain Hastings was engaged hearing evidence in what appears to be a daring case of kidnaping. Kam Afuk, a Shanghai trader, has been in the habit of coming down to Whampoa, on the Pearl River, to carry on business with the crews of Chinese cruisers, and in the early part of last month he left Whampoa for Canton with the intention of taking steamer to Hongkong and thence to Shanghai. While in Canton he made the acquaintance of a man who represented himself to be the runner of the Kwong Choung Tai boarding house in Hongkong. After some conversation, the trader arranged to go to this boarding house, and he told another man would proceed with him and see he was properly attended to. He arrived in Hongkong all right. While in the boarding house, he alleges that the master of the house went to him and offered to buy his ticket for Shanghai, telling him that by purchasing his ticket in that way he would have to pay only \$6 instead of \$7.50. The trader handed over the \$6, and was then taken on board a steamer by one of the house runners. He was at sea for four days, when it occurred to him the steamer was longer than usual in reaching Shanghai. He made inquiries and found that the steamer was bound, not for Shanghai but for Singapore. He at once made an outcry, and on arrival at Singapore reported the affair to the police, who sent him back to Hongkong. The master of the boarding house and other two men are now charged with kidnapping him for purposes of emigration. Mr. C. D. Wilkinson appears for the defense.

The Japanese cruiser *Yoshio*, built at Eswick from the designs of Mr. P. Watts, is about to leave the Tyne for her destination. She carries a very powerful armament, and is not only a beautiful looking vessel, but the fastest in the world. Nevertheless just as the *Yoshio* attained a greater speed than the *9 de Julio*, so it is quite possible that in the new Chinese cruiser Mr. Watts may again beat his previous record. It is intended that the *Blanco Encalada* shall steam 22, and perhaps she may do more.

The long-promised report concerning the liquidation of the New Oriental Banking Corporation has not yet been issued, but it has been ascertained, however, that the total dividend to creditors will scarcely reach 12s. in the £. From the latest advices it seems that the total loss sustained will amount to the great figure of £2,400,000, made up as follows:—In the first place, the capital £1,400,000, and £200,000 shareholders' capital, £200,000; net £200,000. That such a loss could have been sustained in realizing assets of the value of £2,000,000 (says the *London and China Express*) appears almost incredible.

The P. and O. cargo ship *Monica* arrived at Spithead late on the 2nd Sept. She discharged a heavy load from Hongkong on 20th. The troops were disembarked at Hongkong, and brought sailors, after which the *Monica* resumed her voyage to London.

An article in the current issue of *Blackwood* deals with the 'Murders in China.' The writer who inculcates is that China cannot be internationally treated as a civilized nation, for though she has been prompt in soizing on those rules of diplomatic usage which tell in her favour, she has persistently ignored with increasing boldness the obligations imposed on them not only by treaties but by a reciprocity of the usages she invokes in favour of herself. She should be treated, states the writer, on the principle laid down by Lord Elgin in inflicting a severe lesson for the treachery to Parkes, Loch and others. The same number has an article on the Micro-Siamese question, which it terms a French lesson. The writer blames the British Government for the supine interest it has taken in the matter.

It is a great pity, says the *London and China Express*, that the temporate and eminent Mr. H. P. Hoppes, the Chairman of the Shanghai Banking Corporation, at the recent half-yearly meeting, cannot have a more extended circulation in this country. If the two facts that the trade of the world cannot be carried on by gold alone, and that matters are drifting into a state of stagnation in a far greater extent than gold-using countries could be generally recognized, we should be more anxious towards the future. It is the great currency question, but the less we talk of it the sooner we acknowledge it the less will remain notwithstanding any attempts that may be made to place the currency in a gold basis. Of the bank itself we may say that it has passed through an extremely trying time, not only with credit, but with very handsome profits. In common with every other institution in London which receives deposits it had to meet heavy withdrawal in London, amounting to no less than a million and a quarter of sterling. Two causes doubtless actuated the depositors—besides the usual like propensities which seem to be their too common portion—the fall and uncertainties of silver, and the panic caused by the Australian crisis. The directors were fortunately prepared for the contingency, and the London office was and is kept amply provided with funds and reliable securities; and added Mr. Hoppes, 'we mean to keep them in that comfortable position.' It is fortunate that it was so amply provided with the necessary sums to be able to do so.

To say one in the slightest degree acquainted with the tricks and wiles of the Chinese (says the *London and China Express*) the reply of the Teung Liyan-yan on the master of the Sung-pu outrage will not cause astonishment; it is most unsatisfactory, and is, indeed, nothing but an iniquitous refusal. The principle of vicarious responsibility is so well known to the Chinese mandarins, and so frequently practised, even in matters beyond their control, that there is nothing extraordinary in our requiring the Government to conform thereto in such a serious affair as the murder of a European. The very least we should be contented with is the confirmation of the suspension for three months of the Viceroy, or until the actual murderers were found and executed; the execution of these murderers; the permanent degradation and removal of the district magistrate and other minor officials concerned in any way—whether by not sending a proper force to maintain order, and protect the missionaries or otherwise—in causing the outrage to take place; and a substantial fine levied on the elders and gentry of the locality. Any action short of this will only breed trouble in the future, for the Chinese invariably consider us as 'fear, and will soon renew their hostile attitude, as has been so frequently proved since the unsatisfactory conclusion of the Argent and Green murders, while they respect a Power which shows that it does not mean to be trifled with. They will not learn how to mistake it a weak and vacillating policy in dealing with such childlike nations as the Chinese. They have shown that they are barbarians as well as children, and, instead of making treaties with the Peking authorities, whose hold over the Provincial Governor is very weak, we should, if our fair and just demands are not complied with, send up a few gunboats to Wuchang and land the bluejackets. A more show of force, world, in all probability, be effectual.

THE NEW IMURIS MINES LIMITED.

Extraordinary Resolution Passed the 25th of September, 1893.

The local Secretary of the above Company sends us the following:—

At an Extraordinary General Meeting of the New Imuris Mines, Limited, duly convened and held at 9 Fenchurch Avenue, in the City of London, E.C., on the 15th of May, 1893, and thence duly adjourned and held at the same place on the 18th of September, 1893, the following Extraordinary Resolution was passed on the 25th of September, 1893, duly passed:—

We have agreed to the satisfaction of this meeting that the Company cannot by reason of its inability continue its business, and that it is advisable to wind up the same, and accordingly that the Company be wound up voluntarily.

T. DUNAS PILLANS,
Secretary.

9, Fenchurch Avenue, London, E.C., Sept. 1893.

SUPREME COURT.

IN SUMMARY JURISDICTION.
(Before His Honour Mr. E. J. Ackroyd,
Puisne Judge).

Friday, November 3.

THIRTY-SIX PER CENT.

Kalls Sing, money lender, sued R. A. Gubbay, broker, to recover a sum of \$600 (with costs) lent on a promissory note on 12th January, 1892.

Mr. G. C. C. Master appeared on behalf of the defendant, and argued that his client had paid interest at the rate of 36 per cent on the money borrowed. He agreed to be allowed to pay back the money in instalments, otherwise he would be unable to meet judgment.

The plaintiff refused to allow time for repayment or to take the money in instalments, and judgment was accordingly granted.

THE CLUB MACAOENSE.

It was stated by Mr. E. J. Grist that the parties had come to an arrangement in the cross-suits—Club Macaoense v. Xavier and Xavier v. Club Macaoense.

AMONG THE LEES IN HAINAN.

xviii.

Whilst in Nodas my eyes were often directed toward the stately mountain called the Chinese 'Se-ko-lah'—(Mandarin Hat Mountain)—which rises twelve miles to the West, to a height of 3,200 feet. It is dome-like in shape, the top being covered with a heavy growth of forest trees. For many miles it is a conspicuous landmark, being visible from the sea, and having been marked on the charts as a prominent object to be observed. To the South it presents a sheer precipice of dark-colored rock, over which water, sometimes in streams, and again trickling from crevices in the rock, pours down, glistening in a broad sheet as the sun falls upon it. The hill is inhabited, by Lees many of whom live in around its base; while smaller groups of their straw-thatched huts cluster on the sides and top, the open spaces among the trees showing the fields they cultivate. They till the soil quietly from year to year and are reckoned among the tame or half-civilized Lees. From its upper spaces unobstructed views of a vast region stretching on every side may be gained.

Having studied it many times from a distance, but having hitherto failed to scale its height, I determined to improve the occasion to effect a more exact examination. Accordingly, we started early morning on horseback with a single Chinese attendant. We passed over several low hills, crossed a stream of water and skirted the thick groves of several prosperous settlements, near one of which we met a stalwart young Lee, gun in hand, who was tending the cattle of a wealthy Hakkha farmer, at whose house we stopped for a cup of tea.

Our purpose was first to reach a Lee village at the foot of the mountain and there leave our horses while we ascended. As we drew near to the place we met an old Lee woman who addressed us as 'father' and seemed very much afraid of our horses. She was friendly, but the raves which she used of the bandits and their horses destroyed the trust we had in her. We then crossed a stream of water and ascended a steep hill, and reached the top, where we found a Lee woman who was tending her cattle. She was friendly, but the raves which she used of the bandits and their horses destroyed the trust we had in her. We then crossed a stream of water and ascended a steep hill, and reached the top, where we found a Lee woman who was tending her cattle. She was friendly, but the raves which she used of the bandits and their horses destroyed the trust we had in her. We then crossed a stream of water and ascended a steep hill, and reached the top, where we found a Lee woman who was tending her cattle. 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THE CHINA MAIL.

No. 9590. NOVEMBER 3, 1893.

Mails.	Mails.	For Sale.	Merchant Vessels in Hongkong Harbour.
NOTICE.			
COMPAGNIE DES MESSAGERIES MARITIMES, PAQUEBOTS POSTE FRANCAIS.			
STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, SUEZ, PORT SAID, MEDITERRANEAN AND BLACK SEA PORTS, ALEXANDRIA, MARSEILLES, LONDON, HAVRE AND BORDEAUX; ALSO PORTS OF BRAZIL AND LA PLATA.			
ON WEDNESDAY, the 16th November, 1893, at noon, the Company's Steamship <i>SYDNEY</i> , Commandant Auge, with MAIDS, PASSENGERS, SPECIE, and GARGO, will leave this Port for the above places.			
Cargo and Specie will be registered for London as well as Marseilles, and accepted in transit through Marseilles to the principal places of Europe.			
Shipping Orders will be granted till noon.			
Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 14th November, 1893. (Parcels are not to be sent on board; they must be left at the Agency's Office.)			
Contents and value of Packages are required.			
For further particulars, apply at the Company's Office.			
G. de OHAMPREAUX, Agent.			
Hongkong, November 1, 1893.			
Occidental & Oriental Steamship Company.			
TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.			
FIA FOR OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.			
FIA INLAND SEA OF JAPAN AND HONOLULU.			
PROPOSED SAILINGS FROM HONGKONG.			
Oceania (via Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Wednesday, Nov. 16, at daylight.			
Gavia (via Nagasaki) Thursday, Dec. 7, Kobe, Inland Sea, and Yokohama at 1 p.m.			
Beluga (via Nagasaki) Thursday, Jan. 4, Kobe, Inland Sea, and Yokohama at 1 p.m.			
The Steamship <i>OCEANIC</i> will be despatched to SAN FRANCISCO, and NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on WEDNESDAY, the 16th Inst., at daylight, connection being made at Yokohama with Steamers from Shanghai.			
Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and passengers are allowed to break their journey at any point en route.			
Through Passengers Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates and particulars of the various routes may be obtained upon application.			
Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.			
Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.			
All Parcel Packages should be packed to address in full; and same will be received at the Company's Office until 5 p.m. the day previous to sailing.			
General Invitations to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.			
For further information as to Freight or Passage, apply to the Agency of the Hongkong Land Investment and Agency Company, No. 72, Queen's Road Central.			
J. S. VAN BUREN, Agent.			
Hongkong, November 2, 1893.			
SANTAL-MIDY.			
The pure essence of Santal obtained by Midy's process from the best Myro wood.			
SANTAL-MIDY is entirely different from the santal oil of the Indian Bazaar, is superior to Copal, Cuban, or injections, and free from all bad smell or other incoveniences.			
SANTAL-MIDY cures all diseases of the urinary organs in either sex in 48 hours.			
SANTAL-MIDY is contained in small round capsules, each of which bears the name <i>(Midy)</i> in black letters, without which none are genuine.			
SANTAL-MIDY Beware of Imitations. All other capsules or mixtures contain impurities, resins, oils, &c., and are worse than useless.			
SANTAL-MIDY is sold by all druggists and medicine dealers throughout the world.			
Paris: 8, Rue Vivienne, 6.			
For Sale by A. WARDE & CO., Chemists.			
SAILOR'S HOME.			
A NY Cast of CLOTHING, Books, or PAPERS will be thankfully received at the Sailor's Home, West Point.			
Address: Care of SUPERINTENDENT.			
LOAN.	AMOUNT.	Value.	Interest.
Chinese Imperial 1886 1/2. 767,200	Tls. 250	7% p. annu.	13% prem., buyers
DEBENTURES.			
Hongkong Hotel Mortg. 1/2. \$400,000.00	\$500	6%, prem.	\$500
BONDAGE DEBENTURES.			
Hongkong Rope Manufactury Co., Ltd. 1/2. Founder's shares			
FOR SALE.			
NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES.			
PROPOSED SAILINGS FROM HONGKONG.			
(SUBJECT TO ALTERATION).			
Victoria..... Thursday Nov. 9.			
Tasmania..... Tuesday Dec. 12.			
Mogul..... Tuesday Jan. 2/4.			
Victoria..... Tuesday Jan. 23/94.			
Tasmania..... Tuesday Feb. 27.			
THE Steamship <i>VICTORIA</i> , Captain J. Panton, R.N.R., sailing at Noon, on THURSDAY, the 9th November, will proceed <i>VICTORIA</i> , and <i>TAOMA</i> , and <i>SHANGHAI</i> , <i>KOBE</i> and <i>YOKOHAMA</i> .			
Through Bills of Lading issued to Japan, Pacific Coast Points, and to Canada and United States Points.			
Compt. of the Admiralty of Goods for United States Points must be sent in quadruplicate; an American copy must be sent forward by the steamer to the care of The Freight Agent, Northern Pacific Railroad, Tacoma, Wash.			
Parcels must be sent to our Office with address marked in full by 5 p.m., on the day previous to sailing.			
For further information as to Passage or Freight, apply to			
DODWELL, GARLILL & CO., Agents.			
Hongkong, October 19, 1893.	1807		
FOR SALE.			
CHINESE SCHOOL-BOOKS: SAM-TS-Z-KING, TS'IN-TS-Z-MAN, LITERALLY TRANSLATED AND EXPLAINED BY DR. E. J. EITEL.			
PRICE: 15 CENTS PER COPY.			
CHINA MAIL OFFICE, Hongkong, May 17, 1893.	905		
FOR SALE.			
A COMPLETE REPRINT, in Pamphlet Form, of the proceedings in the RECENT LINES CASE of REGINA V. PITMAN, containing the whole of the Proceedings at the Police Court, full report of the trial in Criminal Sessions, with connected Correspondence and comments of the Press. To which is now added a Report of the Case of PITMAN V. KESWICK AND OTHERS.			
Price per Copy, 50 CENTS.			
CHINA MAIL OFFICE.			
1893.			
CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.			
1893.			
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.			
(Calling at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.).			
TWIN SCREW STEAMERS—10,000 HORSE POWER.			
PROPOSED SAILINGS FROM HONGKONG.			
EMPERESS OF INDIA..... Wednesday Nov. 22nd November.			
EMPERESS OF JAPAN..... 6,000 tons..... Wednesday Dec. 27th December.			
EMPERESS OF CHINA..... 6,000 tons..... Wednesday Jan. 24th January/94.			
THE STEAMERS of this Line pass through the famous INLAND SEA of JAPAN, and call at VICTORIA, B.C., to land and embark passengers.			
The Mountain Scenery on the Canadian Pacific Railway surpasses that of any other Trans-Continental Route.			
Passengers booked to all the principal points in Canada and United States, and also through to Great Britain and the Continent of Europe at current rates, with passengers choice of Atlantic Line.			
RETURN TICKET.—Time limit for prepaid return ticket is reckoned from date of re-embarking at Vancouver.			
Special Rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, and to European officials in service of China or Japan.			
The Canadian Pacific Railway is the only Trans-Continental Line extending from the Pacific to the Atlantic Seabord, and running its own Sleeping Coaches through without change. The Dining Cars and Mountain Hotels on the Route are owned by the Company and their appointments and cuisine are unexcelled.			
The Steamers on the Pacific and all Day, Sleeping and Dining Cars are comfortably heated by Steam during the Winter Season.			
For further information as to Passage and Freight, apply to			
D. E. BROWN, General Agent.			
Hongkong, November 1, 1893.	1893		
SHARE LIST—QUOTATIONS.—Nov. 3, 1893.			
Stocks.	No. of Shares.	Value.	Closing quotations, up.
H. & S. & Co., Ltd.	80,000	\$ 125	all 98% prem., sales
Bank of China, Japan and Straits, Ltd.	99,875	\$ 125	1.1 prem., nom.
National Bank of China, Limited.	1,200	\$ 125	1.1 prem., sales
Canton Insurance Co., Ltd.	10,000	\$ 250	all \$125, buyers
China Fire Insurance Co., Ltd.	24,000	\$ 83	83, sellers
North China Insurance Co., Ltd.	3,000	\$ 25	25, buyers
State Insurance Co., Ltd.	30,000	\$ 10	20, \$11
Union Insurance Co., Ltd.	10,000	\$ 250	all \$88, buyers
Yantze River Insurance Association, Ltd.	8,000	\$ 100	all \$80, sellers
MARINE INSURANCES.			
China Fire Insurance Co., Ltd.	20,000	\$ 10	87, buyers
Hongkong Fire Insurance Co., Ltd.	8,000	\$ 25	103, sales
State Fire Insurance Co., Ltd.	20,000	\$ 1	20, 17, sellers
DOGS.			
Hongkong & Whampoa Dock Co., Ltd.	12,000	\$ 125	all 72% prem.
China and Manilla S. S. Co., Ltd.	6,000	\$ 50	all \$31, buyers
Douglas Steamship Co., Ltd.	20,000	\$ 60	50, all \$37, sellers
H. K. & M. Steamship Co., Ltd.	80,000	\$ 20	20, \$10, sales
Indo-China S. N. Company, Limited.	60,000	\$ 2	all 61% div., buyers
China Mutual S. N. Co.	20,000	\$ 10	10, \$8, nom.
DOGS (now issue).	20,000	\$ 2	1 all 11
OHMS Sugar Company, Limited.	15,000	\$ 10	150, sellers
Luzon Sugar Company, Limited.	7,000	\$ 10	100, sellers
H. K. & W. Wharf & Godown Co.	20,000	\$ 50	50, all \$38, sellers
Wanchai Warehouse and Storage Company, Limited.	2,000	\$ 100	37, \$42, sellers
LAND AND BUILDING.			
Hongkong Land Investment and Agency Company, Limited.	50,000	\$ 10	50, \$55, sellers
Kowloon Land and Building Co., Ltd.	6,000	\$ 5	5 all \$87
Humphreys' Estate & Finance Co., Ltd.	1,000	\$ 10	114, \$14
West Point Building Co., Limited.	12,000	\$ 5	40, \$20, sellers
TRAMWAYS.			
H.K. Elgh-Level Tramway Co., Ltd.	1,200	\$ 100	all \$70
Jolebu Mining & Trading Co., Ltd.	45,000</		